

Newsline

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TEA-21 A GREAT DRINK FOR MONTANA

With President Clinton's June 9 signature, the Transportation Equity Act for the 21st Century, also known as TEA-21, became law.

The road to the new act was frequently uphill, had plenty of curves and potholes and was even downright scary from time to time; but few can argue that the destination wasn't worth the trip for Montana.

This authorizing act essentially shapes the entire Federal-Aid Highway and Transit programs through 2003. It impacts all areas of the Montana Department of Transportation's operation from its regulatory processes to requirements for contracting, the relationship between the State and its local governments, and the application of other federal laws such as NEPA,

DBE, ADA, and Davis-Bacon. Regardless of all these important topics, the central debate within any reauthorization including TEA-21 is money, money, money...how much, who gets it, and who decides how to spend it.

On all three of these central questions, TEA-21 treats Montana fairly. In large part, Montana's success in the debates surrounding TEA-21 was due to Senator Baucus' leadership with significant support from



Senator Burns and Congressman Hill. As the Ranking Minority member of the Senate EPW Committee, the committee with jurisdiction over Highway Program Reauthorization, Senator Baucus was able to ensure the final bill serves the rural west well. Senator Baucus and the rest of Montana's Congressional Delegation fought hard to achieve higher overall funding and once the funding question was resolved, the agreement served as a catalyst for the work that followed in the distribution formulas.

Funding & Program Changes

For years transportation advocates have argued that all the revenues to the Highway Trust Fund should be made available for the highway and transit programs these fees are collected to support. For the first time, TEA-21 creates a budgeting structure or "fire-wall" to make sure this happens. Revenues to the trust fund from the previous year must now be used for the following year and cannot be used to offset other parts of the Federal budget. Of the roughly \$173 billion authorized for highways, about \$162 billion is guaranteed to be available. This provision

should translate into less uncertainty as to total funds available in the annual budget cycle. It should also ensure Montana's actual spendable cash is closer to the funding levels in the act. In short, dedicated highway fuel taxes will no longer be available to finance other Federal government programs. By itself this provision was a major victory.

The funding distribution of TEA-21 also treats Montana very well. On average, the apportioned amounts for Montana will increase nearly \$100 million annually, to an average of \$259.9 million per year from the roughly \$161.4 million per year in ISTEA. This is an average funding increase of 61.1%. Only five states realized higher an overall percentage growth than Montana.

The *Core Funding Comparison Table* shows the relative growth in the various program categories under TEA-21 for Montana. While most of these program categories are familiar there are some changes.

- The new minimum guarantee category can be used flexibly anywhere in the state.
- Set-asides in the Surface Transportation Program will apply to a smaller base-level category of funding.
- A large percentage of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding can be spent anywhere in the State.
- Transferability between program categories is increased to 50% – with some categories of funding protected.
- There are some new program eligibilities and the possibility of new program streamlining.
- There are also new requirements tied to sanctions relative to repeat offenders for driving under the influence and open containers of alcohol within vehicles - MDT intends to approach the next Montana Legislature on these topics.
- The Act also sets aside about \$20 million to improve the Beartooth Highway.

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- Also included are new discretionary grant programs for border crossings, trade corridors and community preservation grants—Federal guidelines are forthcoming.
- And, the penalty was removed on Public Lands Discretionary Grants. This should open up opportunities for some discretionary funding grants.

MDT Administrative staff is currently holding meetings with Montana's local governments to share information on TEA-21 and to cooperatively frame changes to state level programs to maximize its benefits. This "fine-tuning" to the local government programs will develop over the next several months, and in some cases changes in state statute may be required.

Why the Delay?

The previous authorizing act, the Intermodal Surface Transportation Efficiency Act or ISTEA expired at the end of September, 1997.

While Congress attempted to move a bill before this deadline there were unresolvable issues including the very central question of overall funding levels.

Because of this impasse, Congress passed an extension act which provided short term funding. With no guarantee as to when Congress would act, MDT moved rapidly to obligate all the funds made available in this six month extension. In short, the projects pushed into obligation before May 1, 1998 were an insurance policy that the construction program wouldn't be disrupted even if Congress couldn't reach agreement on a new multi-year act before late summer.

After a lot of hard ball, including a provision known as the Byrd-Gramm-Warner-Baucus amendment which created the higher funding levels, reauthorization bills were passed by both the Senate and House and a conference committee quickly convened to reach compromise on the differences. TEA-21 passed both houses on May 22 to the huge relief of those involved in delivering the nation's transportation program.

Montana's Coalition Partners

Over the last seven years, MDT has worked closely with the Transportation Departments of Idaho, North Dakota, South Dakota, and Wyoming to ensure Federal Transportation policy includes a rural perspective on transportation issues. While many of the policy positions promoted by this five-state coalition appear to be simple and common sense, they are often hard won when debates include those from more populated regions. A few of the bedrock principles of the coalition include advocacy for:

- Federal transportation funding distributions that reflect the national interest in rural inter-regional as well as urban transportation

Note: Several of the reauthorization bills as introduced would have caused Montana's program share to plummet because of heavy weighting on urban formula factors. Of all the reauthorization bills introduced, only STARS 2000 which was introduced by Senators Baucus, Burns and other coalition Senators had a rural perspective. Luckily much of STARS survives in TEA-21.

- Making the National Highway System and Interstate System the foundation of the nation's transportation systems.

Note: Some of the reauthorization bills suggested the amount of Federal-aid trust fund revenue that is contributed by each state is the most important consideration in distributing Federal-aid highway funding. This argument ignores the importance of the NHS and Interstates to the nation's economy and the high level of per capita effort rural state's citizens make in supporting these essential highways. TEA-21's largest percentage of core program funds go to the Interstate and NHS routes. And, within the NHS, states with vast systems and small populations receive credit within the distribution formula. This provision, which helps Montana significantly, was introduced in the STARS 2000 bill.

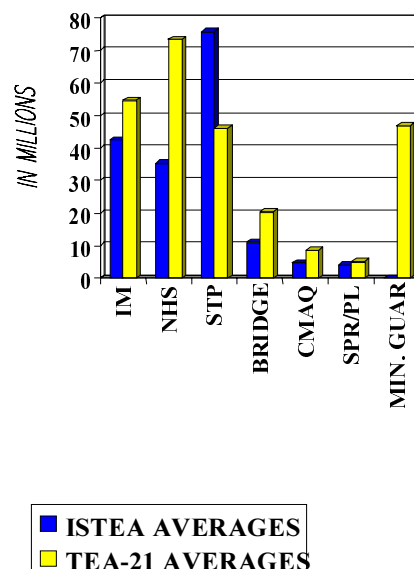
- Streamline ISTEA by reducing regulations, mandates, and set-asides.

Note: Under TEA-21 a larger percentage of the overall funding is flexible, and there are new provisions intended to streamline program delivery.

Clearly, these goals were realized in the passage of TEA-21. The entire region owes a big thanks to the leadership of Senator Baucus and the tough-mindedness of Montana's entire delegation in making tough decisions as TEA-21 came together. Other significant support for the coalition's goals came from the following very important individuals: Senator Kempthorne of Idaho and Senator Thomas of Wyoming who serve on the majority side of the Senate Authorizing Committee, Senator Daschle of South Dakota who assisted in moving the floor debates, and North Dakota's Governor Schaefter who acted as co-lead Governor on Transportation in the National Governor's Association and was there to ensure a rural perspective. This coalition of Westerners truly made a national impact on this major piece of Federal legislation.

There are interesting opportunities and possibilities in TEA-21 to maximize the benefits of this landmark bill for Montana. Look for more information on the implementation of TEA-21 in upcoming "Newsline" articles. For more detailed information on TEA-21 call Sandy Straehl at 444-7692.

CORE FUNDING COMPARISONS



1999 DRAFT STIP AVAILABLE FOR REVIEW



Each year MDT receives many helpful comments and innovative ideas from the public on transportation related issues. We carefully consider and respond to these comments and strive to incorporate them into the department's policies and decision-making processes.

This year's deadline for submitting comments on the draft STIP is August 15. However, we encourage the public to comment

anytime throughout the year as various transportation issues may arise.

For a look at some of the major highway projects MDT has planned for the next three years, please refer to the map in the center of this issue of the *Newsline* and accompanying project list on pages 6 & 7.

MDT recently released the 1999 draft Statewide Transportation Improvement Program (STIP) and wants your comments and ideas on transportation projects throughout Montana.

The STIP is a listing of most transportation projects planned for Montana for the next three Federal fiscal years. These projects include Aeronautics, Rail, Highway, Public Transportation, and Federal Lands Highway projects.

The main goal of the draft STIP, which is published each year at this time, is to solicit public comment on the proposed transportation program for Montana. **THIS IS YOUR OPPORTUNITY TO COMMENT ON MONTANA'S TRANSPORTATION PROJECTS.** In particular, MDT seeks specific ideas concerning individual projects listed in the STIP or suggestions for future projects.

To request a copy of the 1999 draft STIP

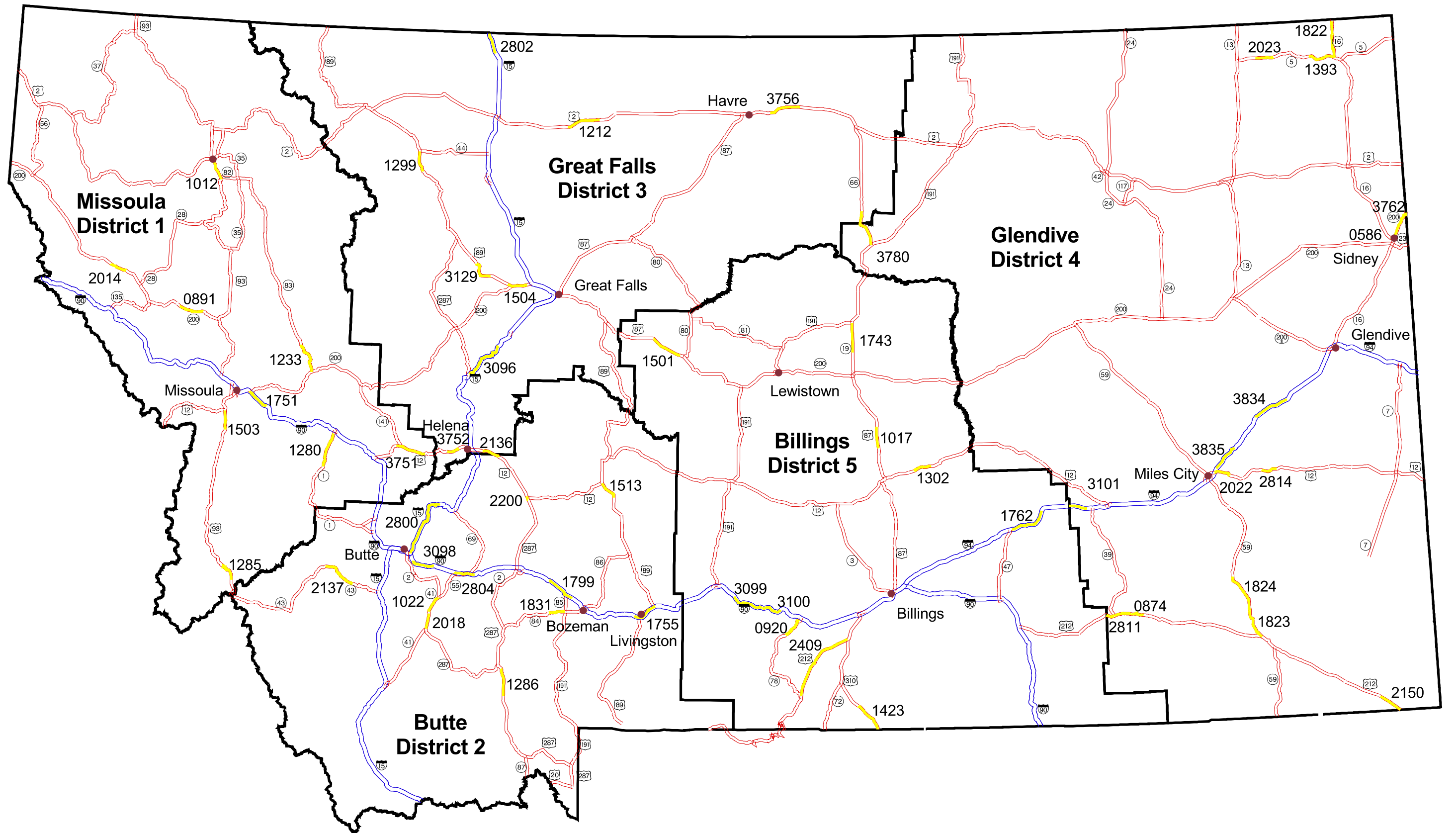
- ♦ Check with your local library
- ♦ Visit our Internet homepage
[http://](http://www.mdt.mt.gov)

www.mdt.mt.gov

- ♦ Contact Jeff Ebert, MDT's Project Analysis Engineer at:

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MONTANA DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

MAJOR HIGHWAY PROJECTS FY 1999-2001

*MAP KEY/ MDT NUMBER	PROJECT NUMBER	PROJECT LOCATION	ROUTE	POST	LENGTH	PROJECT SCOPE	PROJECT COST (\$MIL)
MISSOULA DISTRICT 1							
FY1999							
0733	STPS 503-1(6)4	FOY'S CANYON ROAD	MTS-503	3.81	3.8	RECONSTRUCT	1 TO 5
1012*	NH 5-3(65)103 F	SOMERS - ASHLEY CREEK	US-93	103.3	5.6	RECONSTRUCT	1 TO 5
1233	STPHS-STPP 83-1(23)13	SEELEY LAKE - SOUTH SAFETY	MT-83	13.1	14.8	WIDEN, RESURF & STRUCT	1 TO 5
1280*	STPP 19-2(15)48	MAXVILLE-DRUMMOND	MT-1	48.3	14.3	RECONSTRUCT & STRUCTURES	1 TO 5
1503*	NH 7-2(25)78 F	LOLO - SOUTH	US-93	77.6	5.6	RECONSTRUCT	1 TO 5
1751*	IM 90-2(92)110	BONNER - EAST	I-90	110.2	9.2	RESURFACE, STRUCTURE	1 TO 5
2462	CM-BR 8107(12)	CLARK FORK - MISSOULA				WIDEN BRIDGE	1 TO 5
2950	STPU 6701(7)	N MERIDIAN-THREE MILE TO IDAHO				RECONSTRUCT	1 TO 5
3140	CM 8199()	PRIMARY SIDEWALK NETWORK-MISSOULA				SIDEWALK UPGRADE	1 TO 5
3751*	RTF 8-1(21)11	AVON - ELLISTON	US-12	11.2	12	RESURFACE	1 TO 5
FY2000							
0891*	STPP 6-1()99	DIXON - WEST	MT-200	99	10.2	RECONSTRUCT	1 TO 5
1012*	NH 5-3(66)109 F	ASHLEY CREEK - KALISPELL	US-93	108.9	2.9	RECONSTRUCT	1 TO 5
1503*	NH 7-1(74)76 F	FLORENCE - NORTH	US-93	75.6	2.1	RECONSTRUCT	1 TO 5
2421	BR 6-1()53	MRL OPASS-SE OF THOMPSON FALLS	MT-200	53.3	0	STRUCTURE & APPROACHES	1 TO 5
3111	STPHS-STPP 0002()	1994-SAFETY IMPVT-SOMERS AREA				REALIGNMENT, TURN LANE	1 TO 5
FY2001							
1233*	STPP 83-1(20)0	CLEARWATER JUNCTION-NORTH	MT-83	0	13.1	WIDEN, RESURF & STRUCT	1 TO 5
1285*	NH 7-1(58)9 F	SULA-N. & S.	US-93	8.25	8	RECONSTRUCT & STRUCTURES	1 TO 5
1502	NH 5-3()112 F	MAIN ST.-KALISPELL	US-93	112.4	0.4	RECONSTRUCT	1 TO 5
1763	BR 1-2(86)180	MID FK FLATHEAD R-SE OF ESSEX	US-2	180.4	0	STRUCTURE & APPROACHES	1 TO 5
2014*	STPP 6-1(76)62	WEEKSVILLE-W.	MT-200	62	6.7	RECONSTRUCT	1 TO 5
BUTTE DISTRICT 2							
FY1999							
1022*	STPP 29-1(31)50	SILVER STAR-N. & S.	MT-41	50.3	7	RECONSTRUCT	1 TO 5
1286*	STPP 13-1()36	CAMERON - NORTH & SOUTH	US-287	36	11.2	RECONSTRUCT	1 TO 5
1755*	IM 90-7(63)331	LIVINGSTON - E & W	I-90	330.8	10.1	RESURFACE, SNOW FENCE	1 TO 5
1799*	IM 90-6(71)289 F	MANHATTAN-BELGRADE	I-90	289.3	11.8	REHAB CONCRETE	1 TO 5
2168	BR 9016(19)	GALLATIN RIVER-GALLATIN GATEWAY				STRUCTURE & APPROACHES	1 TO 5
2200*	NH 8-4()77 F	TOWNSEND-URBAN	US-12	76.7	1.4	RECONSTRUCT	1 TO 5
2424	BR-STPP 13-1(29)47	5 LOCATIONS-SE OF ENNIS	US-287	47.2	0	STRUCTURE & APPROACHES	1 TO 5
2800*	IM 15-3(54)142	ELK PARK - BASIN	I-15	142.4	14.4	RECYCLE & RESURFACE	1 TO 5
2827	STPS 399-1(3)0	WHITETAIL ROAD	MTS-399	0	10.1	RECONSTRUCT	1 TO 5
3457	IM 0002(390)	D2-INTERSTATE GUARDRAIL				GUARDRAIL	1 TO 5
FY2000							
1513*	STPP 59-2()49	RINGLING-N.	US-89	49.2	7.8	RECONSTRUCT	1 TO 5
1831*	STPP 84-4(9)22	FOUR CORNERS-W.	MT-84	22.1	6.9	RECONSTRUCT	1 TO 5
2136*	NH 8-2(39)50	EAST HELENA-E.	US-12	49.9	7.2	RESURFACE	1 TO 5
2279	STPP 13-5()95	THREE FORKS OVERPASS REMOVAL	MT-2	94.9	0.9	REMOVE BRDG, FLTTN CURVE	1 TO 5
2544	STPHS-NH 50-1(17)8	SLP FLTN-WID-GALLATIN CANYON	US-191			SLOPE FLATTEN,SIGNING	1 TO 5
3079	BR 13-2()83	JEFFERSON R-20.4 KM SW THREE FORKS	US-287	83.04	0	STRUCTURE & APPROACHES	1 TO 5
3098*	IM 90-4()230	HOMESTAKE PASS	I-90	230.3	9.7	RESURFACE	1 TO 5
FY2001							
2018*	STPP 29-1()43	TWIN BRIDGES-N.	MT-41	43.3	6.2	RECONSTRUCT	1 TO 5
2137*	STPP 46-5()51	WISE RIVER-W.	MT-43	51.48	13.9	RESURFACE	1 TO 5
2800*	IM 15-2(68)130	BUTTE - ELK PARK	I-15	129.6	13.8	RECYCLE & RESURFACE	1 TO 5
2804*	IM 90-5()249	WHITEHALL-CARDWELL	I-90	248.6	8.3	RESURFACE	1 TO 5
2820	STPS 276-1()1	BROWN'S GULCH ROAD	MTS-276	1.1	2.4	RECONSTRUCT	1 TO 5
3095	IM 0002()	DIST 2 - SEISMIC RETROFIT				REHAB STRUCTURE	1 TO 5
GREAT FALLS DISTRICT 3							
FY1999							
0296	STPS 330-1(11)12	ULM-SOUTH (SOUTH SECTION)	MTS-330	12.3	4.9	RECONSTRUCT	1 TO 5
1234	NH 15-4(73)196 F	FORESTVALE INT.	I-15	196	0	INTERCHANGE	1 TO 5
1299*	STPP 3-3(8)75	DUPUYER - NORTH	US-89	75	8.6	RECONSTRUCT	1 TO 5
2319	STPU 5807() F	NORTH MAIN STREET - HELENA				RECONSTRUCT & STRUCTURES	1 TO 5
2370	STPHS-STPS-STPU 430-1(3)1	1 MI. E. OF HELENA	MTS-430	0.3	0.6	STRUCTURE & APPROACHES	1 TO 5
3096*	IM 15-4()229	AUGUSTA INT - HARDY CREEK	I-15	229.1	18.7	RECYCLE & RESURFACE	1 TO 5
3395	RTM 5210(15)	CENTRAL AVE WEST -3RD TO 9TH				RECONSTRUCT	1 TO 5
3752*	RTF 8-2(45)34	RIMINI RD - EAST	US-12	34.3	5.1	RESURFACE	1 TO 5
3756*	RTF 1-7(27)391	BLAINE CO LINE - EAST	US-2	391	12.5	RESURFACE	1 TO 5
3760	RTS 366-2(1)13	JCT 417 - EAST	MTS-366	12.6	16	RESURFACE	1 TO 5

*MAP KEY/ MDT NUMBER	PROJECT NUMBER	PROJECT LOCATION	REF ROUTE	PROJECT POST	PROJECT LENGTH	PROJECT SCOPE	PROJECT COST (\$MIL)
GREAT FALLS DISTRICT 3 (CONT.)							
FY2000							
1204	NH 8-2(38)40	EUCLID AVE.-HELENA	US-12	39.7	2.3	RESURFACE	1 TO 5
1504*	NH 3-1(13)4 F	VAUGHN-SUN RIVER (WEST SECTION)	US-89	2.3	8	RECONSTRUCT & STRUCTURES	1 TO 5
2354	NH 15-4()193 F	CEDAR ST INTERCHANGE-HELENA	I-15	193.3	0	WIDEN BRIDGE	1 TO 5
2802*	IM 15-8()390	SUNBURST-SWEETGRASS	I-15	389.5	8.5	RESURFACE	1 TO 5
3086	BR 1-3()209	MIDVALE CREEK - EAST GLACIER	US-2	208.9	0	STRUCTURE & APPROACHES	1 TO 5
3129*	STPP 3-1()18	FAIRFIELD - N & S	US-89	18.1	10.2	RESURFACE	1 TO 5
3398	BR 8-2()43	LYNDALE OVERPASS - HELENA	US-12	42.6	0	STRUCTURE	1 TO 5
FY2001							
1212*	NH 1-5(5)308 F	LOTHAIR-E.	US-2	308	13.4	RECONSTRUCT	1 TO 5
2945	STPS 219-1()16	CONRAD - SW	MTS-219	16.4	3.4	WIDEN & RESURFACE	1 TO 5
2949	IM 0002()	DIST 3-BRIDGE DECK IMPVT.	I-15			BRIDGE DECK REHAB	1 TO 5
GLENDIVE DISTRICT 4							
FY1999							
0874*	NH 37-2(17)49 F	11 KM E OF LAME DEER - EAST	US-212	49.2	5.1	RECONSTRUCT	1 TO 5
1076	STPS-BR 484-1(4)20	OTTER - N & S	MTS-484	20	6.9	RECONSTRUCT & STRUCTURE	1 TO 5
1822*	NH 34-1(5)0 F	PLENTYWOOD - NORTH	MT-16	0	9.6	RECONSTRUCT	1 TO 5
1822*	NH 34-1(7)10 F	RAYMOND - N.	MT-16	9.6	5.4	RECONSTRUCT	1 TO 5
2022*	STPP 2-1(15)6	MILES CITY-E.	US-12	6.3	6.7	RECONSTRUCT & STRUCTURES	1 TO 5
2427	BR 1-10(42)611	POPLAR R - W OF POPLAR	US-2	611.1	0	STRUCTURE & APPROACHES	1 TO 5
2811*	NH 37-2(18)39	LAME DEER-WEST	US-212	38.7	3.4	RECYCLE & RESURFACE	1 TO 5
3083	BR 363-1()1	MILK RI. - WAGNER	MTS-363	1.3	0	STRUCTURE & APPROACHES	1 TO 5
3762*	RTF 20-2(18)53	SIDNEY - FAIRVIEW	MT-200	52.6	11.3	RESURFACE	1 TO 5
3780*	RTF 66-1(2)0	D-Y JUNCTION - NORTH	MT-66	0	15.6	RESURFACE	1 TO 5
FY2000							
0586*	NH 62-2(11)37 F	SIDNEY - NORTHWEST	MT-16	36.7	1.4	RECONSTRUCT & STRUCTURES	1 TO 5
0874*	NH 37-2(16)42 F	LAME DEER-EAST	US-212	42.1	7.1	RECONSTRUCT	1 TO 5
1393*	STPP 22-2(15)30	PLENTYWOOD-W.	MT-5	30	10.7	RECONSTRUCT	1 TO 5
1823*	NH 23-2(18)64 F	OLIVE-N. & S.	MT-59	64.1	12.2	RECONSTRUCT	1 TO 5
2352	STPP 27-1()3	N. OF EKALAKA	MT-7	3	0	SLOPE FLATTENING	1 TO 5
2814*	STPP 2-1()27	44 KM E OF MILES CITY-EAST	US-12	27.5	6.6	RESURFACE	1 TO 5
3101*	IM 94-3(49)78	TREASURE CO. LINE - EAST	I-94	78.3	7.2	RESURFACE	1 TO 5
3834*	IM 94-5()170	POWDER RIVER-EAST	I-94	169.8	14.7	RESURFACE	1 TO 5
FY2001							
1824*	NH 23-1(19)48 F	COALWOOD-N.	MT-59	47.9	8	RECONSTRUCT	1 TO 5
1824*	NH 23-2(20)56 F	COALWOOD-S.	MT-59	55.9	8	RECONSTRUCT	1 TO 5
2023*	STPP 22-1()8	FLAXVILLE-E. & W.	MT-5	7.6	7.2	RECONSTRUCT	1 TO 5
2150*	NH 23-3()130	ALZADA-E. & W.	US-212	130.3	9.6	RESURFACE	1 TO 5
3835*	IM 94-4()143	SHIRLEY INT.-E. & W.	I-94	143	11.2	RESURFACE	1 TO 5
BILLINGS DISTRICT 5							
FY1999							
1017*	NH 61-1()13 F	19 KM N OF ROUNDUP-N	US-87	13.1	8.7	RECONSTRUCT	1 TO 5
2409*	STPP 28-2()70	RED LODGE - NORTH	US-212	70.3	31.4	RESURFACE	1 TO 5
2431	BR 568-1(9)1	Y STONE R - NW POMPEYS PILLAR	MTS-568	1.1	0.8	STRUCTURE & APPROACHES	1 TO 5
2477	BR 9048(15)	YELLOWSTONE R-W OF REEDPOINT				STRUCTURE & APPROACHES	1 TO 5
3100*	IM 90-7(71)391	REEDPOINT - E & W	I-90	391.1	8.1	RESURFACE	1 TO 5
FY2000							
0851	STPU 1002(9)	WISCONSIN TO 17TH ON RIMROCK				RECONSTRUCT	1 TO 5
1302*	STPP 14-5(17)182	19 KM E OF ROUNDUP - EAST	US-12	181.7	7.5	RECONSTRUCT	1 TO 5
1423*	NH 4-1()0 F	WARREN-N. & S.	US-310	0	12.6	RECONSTRUCT & STRUCTURES	1 TO 5
1501*	NH 57-2()22 F	GEYSER-STANFORD	US-87	21.7	12.7	RECONSTRUCT	1 TO 5
3099*	IM 90-7()378	BRIDGER CREEK - E & W	I-90	378	13	RESURFACE	1 TO 5
FY2001							
0920*	STPP 78-2(10)37	COLUMBUS-S.	MT-78	37.2	8.8	RECONSTRUCT & STRUCTURES	1 TO 5
1743*	NH 61-3()55	BOHEMIAN CORNER-S.	MT-19	54.7	11.9	RECONSTRUCT	1 TO 5
1762*	IM 94-2(28)51	HYSHAM HILLS	I-94	50.8	16	RECYCLE & RESURFACE	1 TO 5

NOTES:

1. For those projects with a * next to the MDT number, please see the enclosed map for project location.
2. The projects listed are only the major tentative highway projects for the next three federal fiscal years.
For a complete list of all tentative projects, please refer to the 1999 Statewide Transportation Improvement Program (STIP).
3. Projects are not listed in any priority.

MDT Upcoming Events....

Transportation Commission Meetings:

July 29 & 30 Missoula
September 16 & 17 Plentywood
October 14 & 15 Bozeman

Traffic Safety Events:

July 23 - Helena
DUI Task Force Meeting

September 14 - Helena
DUI Task Force Annual Meeting

September 15-18 Helena
NHSTA'S Instructor Facilitator Course

**For More Information on Any of These Events
Call 1-800-714-7296**

Did you know?....

✦ MDT's Toll-free Road Report number has received 547,513 calls since October, 1996.

✦ MDT's Internet Homepage has been visited nearly 131,000 times since November, 1995.



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Bikes on Roadway Signs Available For Free Checkout

MDT now has signs available for any bicycling event where bicyclists will be travelling on busy roadways. The portable signs are official highway signs which can be reserved and checked out free from the following MDT individuals:

Victor Schatz
Missoula Area Maintenance Office
2100 W Broadway
Missoula, MT 59807
523-5836 or 523-5800
U7833@mdtmis.mdt.mt.gov

Rich Sipe/Linda Miller
Kalispell Area Maintenance Office
85 5th Ave North
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755-5717
U8173@mdtmis.mdt.mt.gov(Rich)
U6003@mdtmis.mdt.mt.gov(Linda)

These signs are part of a demonstration and data collection project. If you are planning a bicycling event, we encourage you to use the signs and tell us about your event. When you pick up the signs, we ask that you tell us what organization you are from, what the date of the event will be, how many riders you expect, your planned route, whether this is an annual event, and a point of contact we can call for follow up information.

Montana Department of Transportation Transportation Planning Division

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